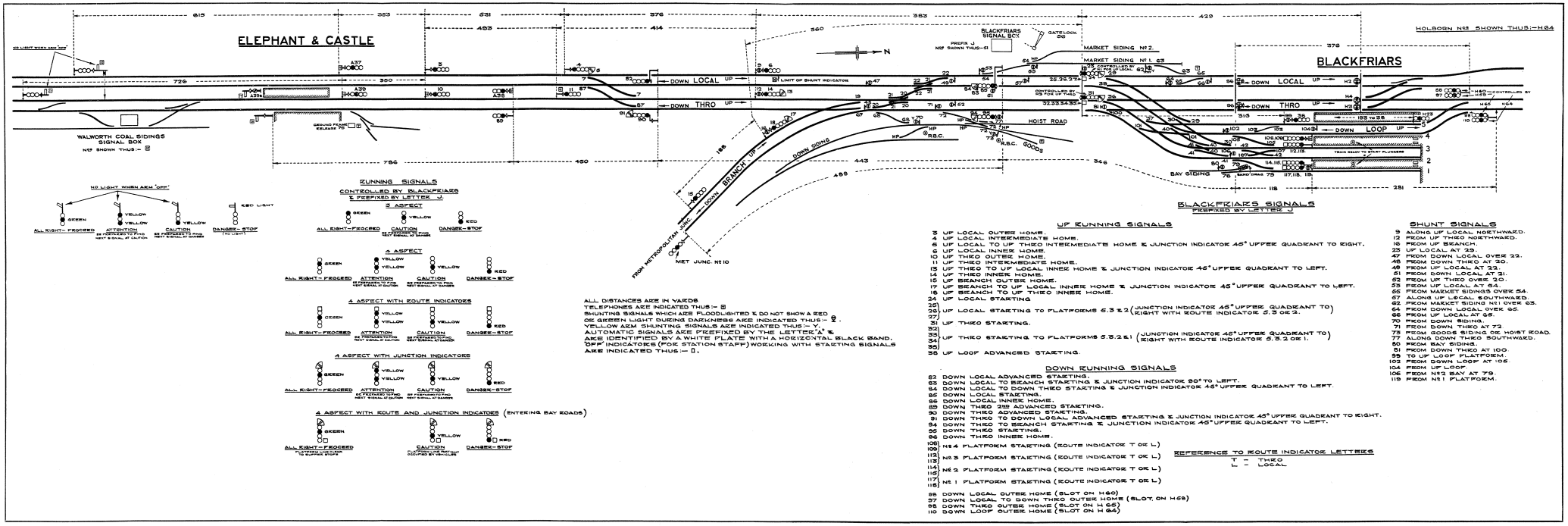

NO LIGHT WHEN ARM "OFF"

GREEN — ALL RIGHT – PROCEED

YELLOW / YELLOW — ATTENTION — BE PREPARED TO PASS NEXT SIGNAL AT CAUTION

YELLOW — CAUTION — BE PREPARED TO PASS NEXT SIGNAL AT DANGER

RED LIGHT — DANGER – STOP (TRO LIGHT)

RUNNING SIGNALS

CONTROLLED BY BLACKFRIARS & PREFIXED BY LETTER J.

2 ASPECT

GREEN — ALL RIGHT – PROCEED

YELLOW — CAUTION — BE PREPARED TO PASS NEXT SIGNAL AT DANGER

RED — DANGER – STOP

3 ASPECT

GREEN — ALL RIGHT – PROCEED

YELLOW / YELLOW — ATTENTION — BE PREPARED TO PASS NEXT SIGNAL AT CAUTION

YELLOW — CAUTION — BE PREPARED TO PASS NEXT SIGNAL AT DANGER

RED — DANGER – STOP

4 ASPECT WITH ROUTE INDICATORS

GREEN — ALL RIGHT – PROCEED

YELLOW / YELLOW — ATTENTION — BE PREPARED TO PASS NEXT SIGNAL AT CAUTION

YELLOW — CAUTION — BE PREPARED TO PASS NEXT SIGNAL AT DANGER

RED — DANGER – STOP

4 ASPECT WITH JUNCTION INDICATORS

GREEN — ALL RIGHT – PROCEED

YELLOW / YELLOW — ATTENTION — BE PREPARED TO PASS NEXT SIGNAL AT CAUTION

YELLOW — CAUTION — BE PREPARED TO PASS NEXT SIGNAL AT DANGER

RED — DANGER – STOP

4 ASPECT WITH ROUTE AND JUNCTION INDICATORS (ENTERING BAY ROADS)

GREEN — ALL RIGHT – PROCEED TO MARKER POSTS

YELLOW — CAUTION – PROCEED AS FAR AS POINTS NOT OCCUPIED BY VEHICLES

RED — DANGER – STOP

ALL DISTANCES ARE IN YARDS
TELEPHONES ARE INDICATED THUS:- ☎
SHUNTING SIGNALS WHICH ARE FLOODLIGHTED & DO NOT SHOW A RED OR GREEN LIGHT DURING DARKNESS ARE INDICATED THUS:- ⊙.
YELLOW ARM SHUNTING SIGNALS ARE INDICATED THUS:- Y.
AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTER "A" & ARE IDENTIFIED BY A WHITE PLATE WITH A HORIZONTAL BLACK BAND. "OFF" INDICATORS (FOR STATION STAFF) WORKING WITH STARTING SIGNALS ARE INDICATED THUS:- □.

UP RUNNING SIGNALS

3 UP LOCAL OUTER HOME.
4 UP LOCAL INTERMEDIATE HOME.
6 UP LOCAL TO UP THRO INTERMEDIATE HOME & JUNCTION INDICATOR 45° UPPER QUADRANT TO EIGHT.
8 UP LOCAL INNER HOME.
10 UP THRO OUTER HOME.
11 UP THRO INTERMEDIATE HOME.
13 UP THRO TO UP LOCAL INNER HOME & JUNCTION INDICATOR 45° UPPER QUADRANT TO LEFT.
14 UP THRO INNER HOME.
16 UP BRANCH OUTER HOME.
17 UP BRANCH TO UP LOCAL INNER HOME & JUNCTION INDICATOR 45° UPPER QUADRANT TO LEFT.
18 UP BRANCH TO UP THRO INNER HOME.
24 UP LOCAL STARTING
25
28 UP LOCAL STARTING TO PLATFORMS 6.3 & 2 (JUNCTION INDICATOR 45° UPPER QUADRANT TO) (RIGHT WITH ROUTE INDICATOR 3.3 OR 2.
27
31 UP THRO STARTING.
32
33 UP THRO STARTING TO PLATFORMS 5.3.2 & 1 (JUNCTION INDICATOR 45° UPPER QUADRANT TO) (RIGHT WITH ROUTE INDICATOR 3.3.2 OR 1.
34
35
38 UP LOOP ADVANCED STARTING.

DOWN RUNNING SIGNALS

82 DOWN LOCAL ADVANCED STARTING.
83 DOWN LOCAL TO BRANCH STARTING & JUNCTION INDICATOR 90° TO LEFT.
84 DOWN LOCAL TO DOWN THRO STARTING & JUNCTION INDICATOR 45° UPPER QUADRANT TO LEFT.
86 DOWN LOCAL STARTING.
88 DOWN LOCAL INNER HOME.
89 DOWN THRO 2ND ADVANCED STARTING.
90 DOWN THRO ADVANCED STARTING.
91 DOWN THRO TO DOWN LOCAL ADVANCED STARTING & JUNCTION INDICATOR 45° UPPER QUADRANT TO EIGHT.
94 DOWN THRO TO BRANCH STARTING & JUNCTION INDICATOR 45° UPPER QUADRANT TO LEFT.
95 DOWN THRO STARTING.
96 DOWN THRO INNER HOME.
108 N?4 PLATFORM STARTING (ROUTE INDICATOR T OR L)
109
113 N?3 PLATFORM STARTING (ROUTE INDICATOR T OR L)
112
114 N?2 PLATFORM STARTING (ROUTE INDICATOR T OR L)
116
117 N?1 PLATFORM STARTING (ROUTE INDICATOR T OR L)
118

REFERENCE TO ROUTE INDICATOR LETTERS
T – THRO
L – LOCAL

89 DOWN LOCAL OUTER HOME (SLOT ON H60)
97 DOWN LOCAL TO DOWN THRO OUTER HOME (SLOT ON H58)
98 DOWN THRO OUTER HOME (SLOT ON H62)
10 DOWN LOOP OUTER HOME (SLOT ON H64)

SHUNT SIGNALS

9 ALONG UP LOCAL NORTHWARD.
12 FROM UP THRO NORTHWARD.
16 FROM UP BRANCH.
23 UP LOCAL AT 23.
47 FROM DOWN LOCAL OVER 22.
48 FROM DOWN THRO AT 20.
49 FROM UP LOCAL AT 22.
51 FROM DOWN LOCAL AT 21.
52 FROM UP THRO OVER 20.
53 FROM UP LOCAL AT 54.
55 FROM MARKET SIDINGS OVER 54.
57 ALONG UP LOCAL SOUTHWARD.
62 FROM MARKET SIDING N?1 OVER 63.
64 FROM DOWN LOCAL OVER 65.
66 FROM UP LOCAL AT 66.
70 FROM DOWN SIDING.
71 FROM DOWN THRO AT 72.
73 FROM GOODS SIDING OR HOIST ROAD.
77 ALONG DOWN THRO SOUTHWARD.
80 FROM BAY SIDING.
81 FROM DOWN THRO AT 100.
99 TO UP LOOP PLATFORM.
102 FROM DOWN LOOP AT 106.
104 FROM UP LOOP.
106 FROM N?2 BAY AT 79.
119 FROM N?1 PLATFORM.